

M. Gains
COURT MILLINER,
WILL OPEN HER
NEW BRANCH PREMISES,
No. 12, ROBINSON RD.,
KOWLOON,
On December 1st next.
Millinery, Hats & Blouses.
Hongkong, Nov. 16, 1907. 1838.

The China Mail.

ESTABLISHED 1845

M. Gains
COURT MILLINER,
HOTEL MANSIONS,
FROM December 1st next,
an entirely New Stock
of Millinery, Hats, Tricots
and Novelties. Inspection
invited.
Hongkong, Nov. 16, 1907. 1837

No. 13,919.

號八十月一十年七零西一千一第

HONGKONG, MONDAY, NOVEMBER 18, 1907.

第三十卷第十年丁

PRICE £3.00 Per Month.

LITIMATIONS.

THORNE'S
OLD VAT

PER
CASE \$14.



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA
A. S. WATSON & CO., LTD.
Hongkong, May 1, 1907. 793

TABLEAU VIVANTS.

A SERIES OF LIVING PICTURES will be given TO-NIGHT (MONDAY), 18th November, in the THEATRE ROYAL, CITY HALL, at 9 P.M., in which the following Ladies and Gentlemen have kindly consented to take part:
Mrs. Bellios, Mrs. Looker, Mrs. Mackay, Mrs. Somerset Playne, Mrs. Marcus Slade, Mrs. Wait, The Misses Berkeley, Miss Layton, Miss Master and Miss Wilkinson.
Mr. Daniel, Mr. Loebe, Hon. Mr. F. H. Day, C.M.G., Mr. Reginald Master, Mr. Somerset Playne, Mr. Sutherland, R.E., Mr. Traiman and Mr. Worcester.
Proceeds (if any, after the expenses have been paid) will be devoted to the North-Eastern Hospital for children in London, and to the Fund for the Restoration of Winchester Cathedral—both of which are in urgent need of help.

TICKETS.....25 and 50.
Booking at the ROBINSON PLACE COMPANY, Des Voeux Road.
Hongkong, November 14, 1907. 1819

NOTICE.

THE Undersigned beg to notify that he has no PARTNER in any of his businesses, neither is he a partner of any other firm, other than ARCELLI BROTHERS, A. F. ARCELLI.
Hongkong, November 16, 1907. 1835

CANTEENS ON BOARD HIS MAJESTY'S SHIPS ON THE CHINA STATION.

THE Regulations governing the conduct of CANTEENS in H.M. Navy having recently been revised, any person wishing to be placed on the Commander-in-Chief's list of firms capable of carrying out Canteen Contracts on board H.M. Ships on the China Station are requested to apply at an early date to the Flag Captain H.M.S. KING ALFRED, who will furnish any necessary information.
Hongkong, November 16, 1907. 1831

KITSON LIGHT FOREIGN SUPPLY COMPANY.

WE, the CHEONG KWONG FIRM (昌光號) of No. 20, FEEL STREET, hereby admit and acknowledge that we have this day given an undertaking to Messrs DODWELL & CO., LTD., Sole Agents here for the Kerosene Lamp Foreign Supply Company of London, not to make or sell or be in any way directly or indirectly interested in the making or selling of any lamps, burners or other apparatus for producing light, in any way infringing the Patent Rights granted in this Colony to Mr. ARTHUR KIRSON or to the Kerosene Lamp Foreign Supply Company.
We further admit that we have forfeited to Messrs DODWELL & CO., LIMITED, all the imitation lamps made by us infringing the above Patent Rights.
Hongkong, November 16, 1907. 1833

KITSON LIGHT FOREIGN SUPPLY COMPANY.

IT has come to our knowledge that certain Firms here have been manufacturing and selling and/or letting out for hire Lamps which are an infringement on the Patent Rights as Registered in this Colony by Mr. ARTHUR KIRSON of London. We hereby give notice that we shall take legal or other action against any Firm or Firms found to be making or selling or causing to be made or sold any lamp or lamps, Lamp Burners or other apparatus for producing light, in any way infringing on the Patent Rights above mentioned.
DODWELL & CO., LTD.,
Sole Agents,
KITSON LIGHT FOREIGN SUPPLY COMPANY,
Hongkong, November 16, 1907. 1834

WANTED.

ENERGETIC EUROPEAN CANVASER. Good prospects for a pushing man. Apply, by letter, to
"T. H. W."
Care of "China Mail" Office.
Hongkong, November 14, 1907. 1813

SOCIETY ST. VINCENT DE PAUL.

THE Committee of the "AL FRESCO FETE" held on the 10th inst. in the Compound of the Roman Catholic Cathedral beg to tender their heartfelt THANKS to H.E. The Governor and Lady Leveaux and to the Ladies and Gentlemen who so kindly contributed with their valuable assistance towards the success of the Bazaar.
Their BEST THANKS are also due to the Press, to Captain and Officers of the H.M.S. Bedford for their excellent band, and the public in general for their very liberal and highly appreciated patronage. The Bazaar realized after paying all the expenses about \$2400.
Hongkong, November 15, 1907. 1824

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS,
FOUNDERS & BOILERMAKERS.
RIVER STEAMERS, TUGS, MOTOR BOATS
HIGH-SPEED AND SHALLOW-DRAFT VESSELS A SPECIALTY.
ESTIMATES FOR ALL IRON AND STEEL WORK.
TELEPHONES: 187 and K. 21. CABLES: SETBOURNE, Hongkong.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain H. Irwin Black.
s.s. FATSHAN, 2,280 tons, Captain C. Lloyd.
s.s. KINSHAN, 1,985 tons, Captain B. Branch.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Sunday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9.30 P.M. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 p.m.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED

Hongkong-Macao Line.
s.s. SUI-AN, 1,681 tons, Captain W. A. Valentine—(At Dock).
s.s. SUI-TO, 1,681 tons, Captain G. F. Morrison.
s.s. HEUNGSHAN, 1,698 tons, Captain R. D. Thomas.
Departures from Hongkong to Macao on week days at 8 a.m. from Queen Street Wharf West (except Mondays from Douglas Wharf) and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.
The Company also runs a Steamer from Macao on Sunday Morning at 7.30 A.M. and from Hongkong at 1 p.m. from the Company's Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 p.m.

Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain R. Ramsay.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
s.s. SAINAM, 588 tons, Captain S. Bell Smith.
s.s. NANNING, 669 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND COUSINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Manager.

REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.

SIEMSEN & CO.,
SOLE AGENTS.

Hongkong, March 2, 1906

NOTICE.

WAI HOWKOW has ceased to be in our employ since November, 2nd, 1907.
WILKINSON, HEYWOOD & CLARK, LD.,
Alexandra Buildings.
Hongkong, November 12, 1907. 1804

NOTICE.

WAI HOWKOW has ceased to be associated with my Firm since November 2nd, 1907.
DOUGLAS GRAHAM,
Alexandra Buildings.
Hongkong, November 12, 1907. 1803

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

THE SECOND DANCE of the Season will be held in the CITY HALL, on December 4th, 1907. Invitation Cards are now available and may be obtained from the undersigned.
Late Lunch will leave Ferry Wharf for Kowloon at 1.30 p.m.
JOHN J. BLAKE,
Hon. Secretary,
Hongkong, November 13, 1907. 1807

WEST RIVER TRIPS FROM HONGKONG.
Round Trip 3 Days.
Comfortable Steamers—Delightful Climate.
THE most interesting and picturesque scenery in South China.
For further information, apply to—
BUTTERFIELD & SWIRE,
Agents, West River British S.S. Co.,
Hongkong, October 25, 1907. 1706

PHYSICAL CULTURE.

LESSONS in BOXING, BALL-FENCING, CLUB-SWINGING, etc., on application.
SPECIAL hours and attention to LADIES.
School at 81, QUEEN'S ROAD CENTRAL.
Prof. B. BELLEW.
Hongkong, November 15, 1907. 1825

THE CARLTON HOUSE HOTELS,
Nos. 8 & 10, Ice House Street.
REDUCED SUMMER RATES.
For Daily and Permanent Boarders.
AIRY ROOMS, COUSINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.
FOR RATES, APPLY TO THE MANAGER.



NOTICE.
COLONIAL SECRETARY'S DEPARTMENT.

It is hereby notified that information has been received from the MILITARY AUTHORITIES that Musketry Field Firing will be carried out on the 14th, 15th, 21st and 22nd instants on the Southern Slope of Beacon Hill in a North-Westerly direction, between 8 A.M. and 1 P.M.
F. H. MAY,
Colonial Secretary.
Hongkong, November 15, 1907. 1802

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS: BELL'S ASBESTOS CO., LD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND
OFFICE—8, DES VOEUX ROAD.

LANE, CRAWFORD & Co.

NEW SEASON'S GOODS JUST ARRIVED

WOLSEY UNDERWEAR
ALL WOOL. UNSHRINKABLE.

FLANNEL PYJAMAS
\$6.50 to \$13.50 Per Suit.

DR. JAEGER'S DRESSING GOWNS.
FANCY KNITTED WAISTCOATS.

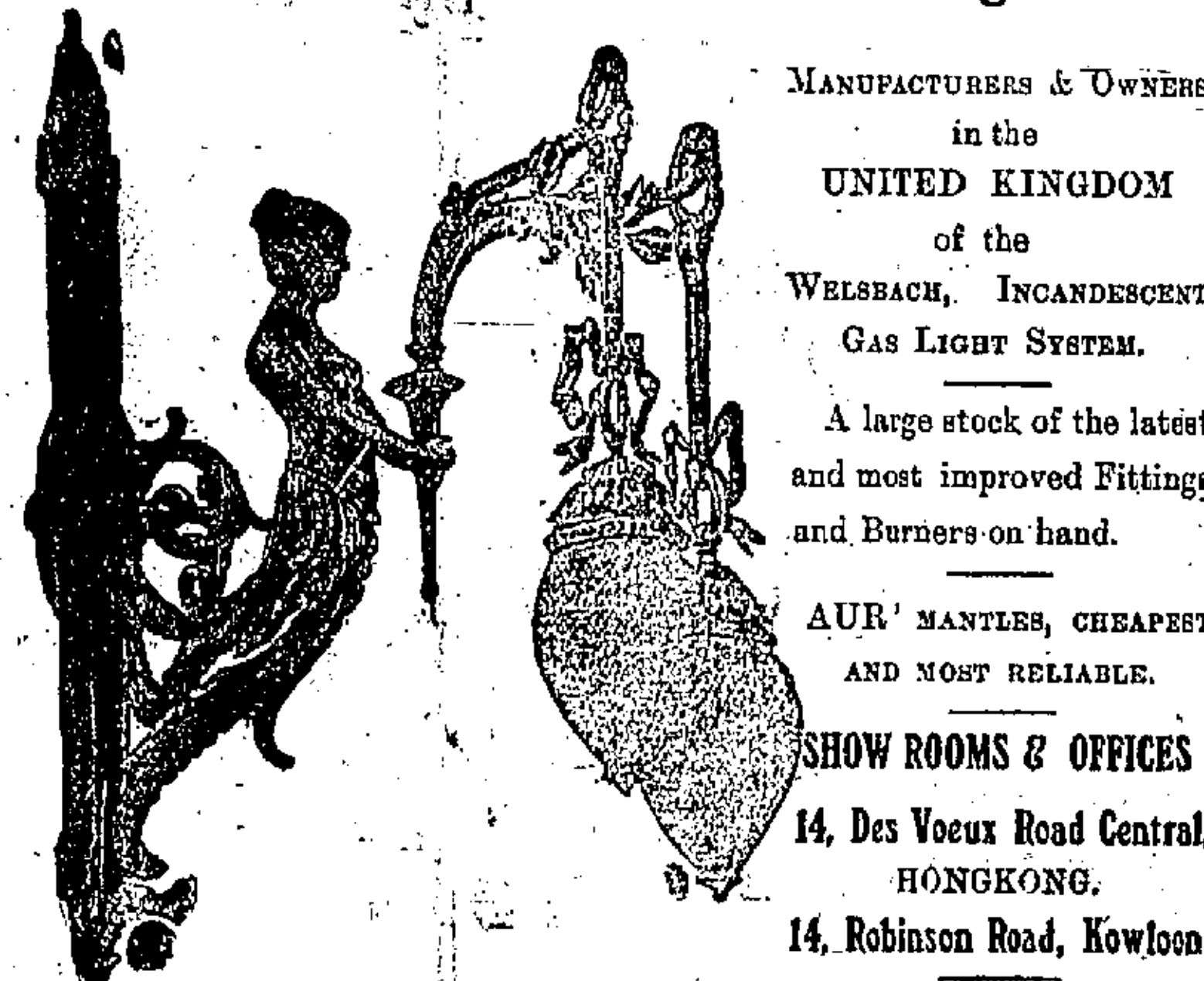
LATEST NOVELTIES IN NECKWEAR.

LANE, CRAWFORD & Co.
Hongkong, August 31, 1907. 2040

WILKS & JACK, LD.

ELECTRICAL, MECHANICAL AND GAS ENGINEER
SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.



MANUFACTURERS & OWNERS in the UNITED KINGDOM of the WELSBACH INCANDESCENT GAS LIGHT SYSTEM.
A large stock of the latest and most improved Fittings and Burners on hand.
AUR' MANTLES, CHEAPEST AND MOST RELIABLE.
SHOW ROOMS & OFFICES:
14, Des Voeux Road Central, HONGKONG.
14, Robinson Road, Kowloon.
TELEPHONE 358 & 38 k.

Hongkong, September 3, 1907. 491

TIFFIN

SPECIALLY SERVED FOR BUSINESS MEN
AT THE

CONNAUGHT HOTEL

MONTHLY RATES.
Hongkong, September 2, 1907. 1411

ORIENTAL HOTEL
No. 2, Queen's Road Central.

Mrs. M. MATTHEAEY, Proprietress.
A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.
COUSINE under European Supervision. Grills at short notice. Private Bar and Billiard Room. Monthly Rates for Dinner and Dinner.
Telephone Address: CONNAUGHT, HONGKONG.
For particulars, apply to—
C. F. FRICHS, Manager.
Hongkong, September 24, 1907. 1540

THE CARLTON HOUSE HOTELS,
Nos. 8 & 10, Ice House Street.
REDUCED SUMMER RATES.
For Daily and Permanent Boarders.
AIRY ROOMS, COUSINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.
FOR RATES, APPLY TO THE MANAGER.

CRUICKSHANK'S COUGH REMEDY.
A Valuable Remedy for Influenza, Colds, Bronchitis, Asthma, and all Diseases of the Chest and Lungs—Price \$1.00 per bottle.

ANISEED AND LICORICE COUGH BALSAM.
For the relief of Coughs, Colds, Hoarseness, and Soreness of the Chest—50 cts. and \$1.00.

MARTIN'S MIXTURE.
A specific for Influenza, Hay Fever, Cold in the Head—Price \$1.00.

VICTORIA DISPENSARY.

Business Notices.

GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT

In Casks of 375 lbs. net, \$5.00 per Cask, ex Factory.

In Bags of 250 lbs. net, \$3.00 per Bag, ex Factory.

Shewan, Tomes & Co.

GENERAL MANAGERS.

FAIRALL & CO.

ARE SHOWING A GOOD ASSORTMENT OF

FURS, BOAS, in all the New Shapes, BOLEROS, FUR

SETS, WHITE, SMOKED and BLUE FOX,

MARTIN TAILS MINX, ERMINE, etc., etc.

ALSO

GOLF KNITTED JACKET AND SWEATERS.

THE SINCERE CO.

111, CONNAUGHT RD.—215, 217, 219 & 221, DES VOEUX RD., HONGKONG.
UNIVERSAL PROVIDERS.

TAILORS, HATTERS & MERCERS.

ENGLISH AND AMERICAN BOOTS AND SHOES,
Drapery, Silks, Watches, Clocks, Crockery, Ironmongery,
Grocery, Furniture, Rattan Ware, Tobaccos, Cigars,
Cigarettes, Sewing Machines.
Our Prices are marked in plain figures.
Hongkong, September 28, 1907. 1565

FOR AMATEUR PHOTOGRAPHS.

CAMERAS, FILMS, PLATES, PAPERS AND CHEMICALS.
All Photographic Materials

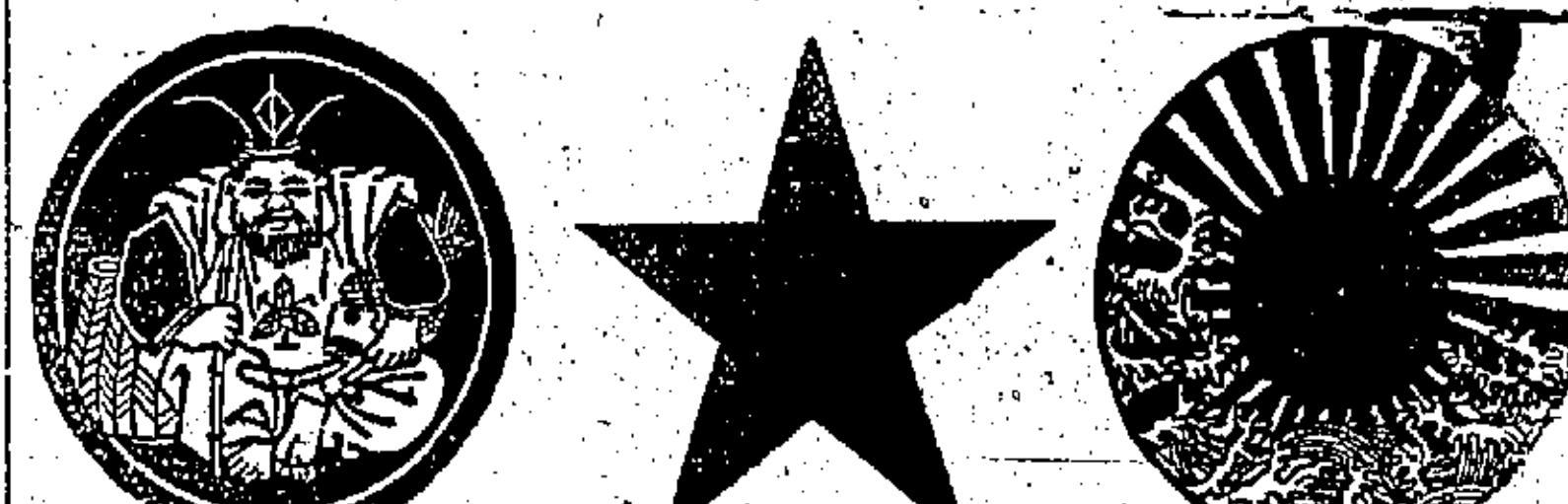
GREATLY REDUCED PRICES.

CAMERAS ON HIRE.

MEE CHEUNG,
ICE HOUSE ROAD AND CORRIDOR, HONGKONG HOTEL.

Hongkong, April 2, 1907. 1781

JAPANESE BEER



YEBISU SAPPORO ASAHI

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.
"The largest demand in the whole of Japan." "Quality speaks for itself."

PRICE PROBABLY MODERATE

Sold by CALDBECK, MACGREGOR & CO., H. PRICE & CO., LD., A. CHAZALON & CO., and all leading Chinese Wine Merchants.

THE MITSUI BUSSAN KAISHA, Sole Agents.

Hongkong, August 21, 1907. 1859

BREWER & Co., Limited.

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.
TELEPHONE: No. 698.

XMAS CARDS—Large Variety.

Letts' and Smith's Diaries, 1908. Browns' and Official National Almanacs.
Chums, Chatterbox, Sunday, Children's Friend. Prize, Infants' Magazine, Wee Folks.
Nester's Annual, Little Folks, &c.—NOW READY.

BY NEXT ENGLISH MAIL.

Christmas Numbers, Illustrated London News, Graphic, Sporting and Dramatic.
Pears Annual, &c. Orders registered.

Orders now being Booked for PERIODICALS for 1908.

The New Dado Ledger, with Extra sheets which can easily be added, and after use as easily removed.

ASK FOR

KUPPER'S PILSENER BEER

AND SEE THAT YOU GET IT.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS

SOLE AGENTS,

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants,

15, QUEEN'S ROAD CENTRAL.

POWELL'S

Toilet.

Sets.

Six Piece Sets.

4.85

ASSORTED

COLOURS.

POWELL'S

ALEXANDRA

BUILDINGS.

A GRAND CONCERT

WILL BE HELD IN THE
THEATRE ROYAL, CITY HALL,
on
TUESDAY, 19th NOVEMBER,
at 8.15 p.m.

UNDER the auspices of the District
Grand Lodge of Hongkong and South
China, E.C., and the District Grand Lodge
of Scottish Freemasonry in Hongkong and
South China.

The following Ladies and Gentlemen
have kindly consented to assist:
Mrs. Bellis, Mrs. Cochrane, Mrs. Gordon,
Mrs. Grove, Mrs. Maitland, Miss E. Rowe,
Miss Rowe, and Messrs F. Austin, Dr.
Bellis, Chalmers, Chapman, Cobden,
Cochrane, Carr, Benedict, Carroll, H. R.
Gage, Grove, Geo. Grimble, Geo. P. Lam-
mont, Fraser, Munro.

PROGRAMME:

1. Tenor Solo, "Four Leaf Clover" Wilbey
Mr Geo. P. Lamont
- Baritone Solo, "Up in the Saddle" W. Wallace
- Mr Frank Austin
- Dance, "Irish Jig" (by special request)
Miss Ella Rowe
- Soprano Solo, "Lullaby" Chaminade
Mrs Bellis
- Piano Solo, "Rhapsodie Hongroise"
No. 7 Liszt
Mrs J. Cochrane
- Contralto Solo, "Life" Blumenthal
Mrs A. G. Gordon
- "Interlude" by the Bachelors' Mess.
- Sword Dance, Lieut. Fraser, R.A.M.C.
Bagpipes, Mr R. Munro
- Soprano Solo, "Angels guard thee" Godard
- Mrs Frank Maitland
- Bass Solo, Vulcan Song, from "Philo-
mon & Baucis" Gounod
Mr F. Grove
- Song, "The Serial Story" Mr A. S. Cobden
- Slight of Hand Dr Bellis
- Coon Song & Dance, "The Whistling
Coon"
- Mr H. R. Gage

PRICES:—\$2, \$2, \$1.

Booking at Messrs S. MOUTRIE & Co.
on WEDNESDAY, 19th
November, 11, 1907. 1795

NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905

£17,837,116

Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £2,687,500 0 0

II—Fire Funds 8,386,720 19 8

III—Life & Annuity Funds 13,765,898 9 6

£17,837,116—8—1

Revenue Fire Branch 2,061,044 19 8

Life & Annuity 1,713,966 19 12

Branches 23,774,853 19 8

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect of each other.

SHEWAN, TOMES & CO., Agents

S. MOUTRIE & Co., LIMITED.

NEW PIANOS

ON HIRE FROM
\$10.00 Per Month.

Tuning and Regular
Attention Inclusive.

SPECIAL TERMS FOR
CONTRACT TUNINGS.

REPAIRING A SPE-
CIALITY.

Estimates Free.

S. MOUTRIE & Co., Ltd.,
YORK BUILDINGS, CHATER ROAD,
Hongkong. April 16, 1907.



A. S. WATSON
& Co., Ltd.

THE
GREAT POPULARITY

OF
WATSON'S

VERY OLD LIQUEUR

SCOTCH

WHISKY

has been attained by its

CONSISTENT EXCELLENCE

OF QUALITY.

IT IS

A PURE MALT

WHISKY

OF

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

PER DOZEN \$15.00.

A. S. WATSON & CO.,
LIMITED,

WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS,
Hongkong, November 2, 1907.

BIRTHS.

LATIMER.—On November 6, Born to Mr and Mrs JAMES V. LATIMER, American Baptist Mission, Huchow, a son. James Vernon, Jr.

McNIDDER.—On November 11, at the Victoria Nursing Home, Shanghai, the wife of T. McNidder, of a son. (Still-born).

MARRIAGE.

LAND-DE SOUZA.—At the Roman Catho-
lic Cathedral by the Rev. Father Spada,
FOREIGNER BERNARD LAND and Miss
MARY ENLY DE SOUZA.

DREW-THOMSON.—On November 12, at
the Holy Trinity Cathedral, Shanghai, by
the Rev. A. J. Walker, M.A., Captain B.
U. H. Drew, 23 Sikh Pioneers, L.A., son
of the late Gen. H. R. Drew, St. Clare
Cottage, Ryde, I.W., and Miss Mary
Thomson, daughter of F. G. Thomson,
Esq., Stock Exchange, London.

DEATHS.

PEREIRA.—On November 11, at the
Isolation Hospital, Shanghai, Emily, the
beloved daughter of Mr and Mrs M. E. S.
PEREIRA. Died of small pox, 7.45 a.m.

MACHLER.—On November 11, at the
General Hospital, Fr. MACHLER, aged
27.

MANKWICK.—On November 11, at 16
Minghong Road, Shanghai, ANNA FRAN-
CISCA, widow of the late R. Mankwick.

MEMOS FOR TO-MORROW.

Amusement.

9.15 p.m.—Concert at City Hall.

Miscellaneous.

Goods per Polymesin unloaded after this
date at Noon will be subject to rent
and landing charges.

General Memoranda.

WEDNESDAY, November 20.—

9 p.m.—Performance at City Hall.

THURSDAY, November 21.—

2.30 p.m.—Auction of Household Fur-
niture, &c., at Mr Geo. P. Lamont's
Sale Room.

Goods per Malta unloaded after 4 p.m.
this date will be landed.

Goods per Sachsen unloaded after this
date subject to rent.

The China Mail.

HONGKONG, MONDAY, NOVEMBER 18, 1907.

THE UNIONIST PARTY.

At last Mr A. J. Balfour has taken

the plunge, after years of hesitation,

and has announced himself in favour

of the full tariff reform programme.

This is a most important development

of the political situation at Home.

While Mr Balfour has been titular

leader of the Unionist party since the

general election it is an open secret

that many of his followers held that

the prospects of the party were im-

perilled by his lukewarmness towards

tariff reform. Mr Balfour has the

reputation of being a particularly

astute politician and he dexterously

refrained from committing himself

definitely on the tariff question. To

put it bluntly he was waiting to see

which way the cat was going to jump.

Evidently the success of tariff reform

candidates at by-election has convinced

him that the electorate is realising that

the arguments in favour of that policy

are sound. At all events he was

present at the great Unionist Con-

ference, held last week at Birmingham,

which unanimously adopted the full

tariff reform programme. This means

that he has burnt his bridges behind

him and that the next general election

will be fought on the straight-out issue

of tariff reform. Unionists all over

the world will be gratified at this

development. It means the closing up

of the Unionist ranks and renders

it possible for the party to present

a united front to the enemy. It is

altogether too soon to venture any

prognostication as to the fate which

awaits the party when it goes to the

country but it is obvious that its pros-

pects of success have been materially

improved by Mr Balfour's full profes-

sion of faith. We have consistently

maintained that the election which

put the Liberal party into power was

not a legitimate expression of the

opinion of the British electors. It is

unnecessary to recapitulate the nume-

rous extraneous issues which were

raised, and which undoubtedly con-

tributed largely to the Unionist rout.

That the electors were to some extent

misled by the Chinese "slavery" cry

and the inexactitudes in regard to the

"big and little loaf" will not, we

think, be denied. There is a reason-

able prospect that the next trial of

strength will result in a much more

definite expression of the nation's view.

In all likelihood the Liberal party will

make "Reform of the Lords" the

chief plank of their platform. On the

other hand the Unionists will declare

for tariff reform and the preservation

of existing political institutions. Thus

the line of cleavage between the par-

ties will be clearly defined and the

elector's task will be simplified. If no

new issues are introduced the next

election should settle, for a long time

to come, the question whether the

people of the United Kingdom are

prepared to support the Liberal or the

Unionist policy.

THE KWANGTUNG

INUNDATIONS.

—Terrible Floods on the East
River.

It now transpires that the recent rains

which wrought so much havoc on the North

River have been even more severe, and

have done more damage still on the East

River. The rain fell at the same date, and

came like a deluge. The native accounts

of what transpired are very graphic and

very distressing. It is said that very sud-

denly the river rose thirty Chinese feet,

which is about forty English feet. In

the city of Loting itself the water

rose about twelve English feet, and so

covered many of the lower houses. The

city wall in various places has been

washed down, and so there are large gaps

that will have to be repaired. One part

of the wall gave way on which was built

some military quarters, and also some of

the yamens have been overturned, as well

as a prison. In the city itself one hundred

and sixty houses have been destroyed,

whilst outside, where the dwellings were

built of a more flimsy material, the de-

struction has been immense. On both

sides of the river outside the walls of the

city, nearly a mile of these more flimsy

houses have been completely destroyed.

In the midst of all this confusion and

destruction fire suddenly broke out, and

though the damage was not extensive, it

caused great consternation for the time

being, and many of the inhabitants fled

in terror and sought higher ground in order

to save their lives.

This apparently was the opportunity for

the soldiers, for then, according to the report,

the soldiers began to loot the property of

those who had fled, and live stock such

as their souls love, they seized upon and

no one hindered. They looted pigs and

fowls and such things to their hearts' con-

tent. Thus the eye witness says "Alas!

In one place there was the terror of fire

added to that of water; in another there

was the scourge of soldiers looting to

increase the destruction made by the

floods."

What is the number of lives lost cannot

at present be ascertained, but it is thought

that they will amount to not a few. The

officials were on the scene but could do

nothing under such conditions. They

have, however, wired to the Viceroy, and

the latter has shown his sympathy with

the distressed, and has ordered that some

pecuniary assistance be at once sent to

those who are in the more deplorable

condition. The destruction has been

terrible.

HOIHOW.

(From Our Correspondent.)

HOIHOW, Nov. 18.

The trade of this port is recovering from

the set back it had on account of the

typhoon weather of the past month. The

weather has changed to the usual gloomy

winter skies and the prospects are that

trade will exceed the record made in the

past prosperous years; for everywhere in

the island the crops are reported to be

good, and the scarcity of the past two

years is past. Rice is cheap and the

prospects are that many who left for the

Straits Settlements on account of hard

times will now come back to Hainan.

LADIES AT THE POST.

The society of this port has been much

changed by the arrival of several ladies

during the past month. The German

Cosul has brought his bride and is visited

by his mother; the Commissioner of Cu-

stoms is visited by his mother and sister,

and one of our missionaries from the in-

terior recently took his mother to Nodao,

where she is to spend the winter. With

these visitors the winter in Hoihow will

perhaps lose some of its usual monotony.

MISSION MEETING.

The members of the American Presby-

terian Mission are now preparing for their

INTERPORT CRICKET.

Second Day's Play.

A bad light, heavy wicket, and threatening rain were the conditions under which the Interport Match was resumed to-day on the Cricket Ground.

No doubt, the dreary look of the sky kept many away from the match, for when the Shanghai men took the field at 10.33 there were very few present, not enough to raise a respectable cheer. In the afternoon the crowd materially increased, however, and the King Alfred had played selections.

On Saturday Shanghai had scored 212, and the drawing of stumps Hongkong had lost four wickets for 144 runs. The local team were thus in the better position. Only 78 runs were required; Lanning and Turner were still undefeated and Beasley, Edwards, Taylor, Irvine and Sharpe had still to bat. Of course, the last two mentioned were not expected to score largely, but each of the others were considered as likely to put up a decent total.

Turner (20) and Lanning (15) followed shortly afterwards, Main bowling to the "ex-Shanghai," the last ball of the over being glanced to leg. Carruthers took up the attack from the western end and a short run to square leg was sneaked. The first four overs only realised three runs (singles) as each batsman played extremely cautiously and touched nothing that came on the off. The board showed 150 at 11.12, Lanning placing Main to leg for a couple. A neat drive for two by Turner was all that was scored off Carruthers' next over. The first appeal was for an off drive by Lanning to the boundary and this he followed up with a brilliant late cut, which was splendidly fielded by Rodolph. Turner scooped Carruthers to the leg boundary bringing 160 up, and just afterwards Lambie brilliantly fielded a ball in the slips, all but running Turner out. Lanning did not seem at home to Carruthers, whose five overs had cost only seven runs, but against Main he was more confident. A separation came at 11.22, Turner being bowled by Main. It was a fast low ball and Turner played forward to it—5-27-161. Captain Beasley went in—and out again, playing four balls and being bowled with the fifth, 6-0-161. Main had taken two wickets for nine runs in six overs. Lt. Taylor joined Lanning and Carruthers another maiden to Lanning, after which Taylor scored a couple past mid-on. He tried to pull a Yorker from Main in the same over but Olderssen was in his place and though he fumbled the ball he held it, 7-2-181. W. Edwards, the Police capt., opened by scoring a couple from Carruthers, following the stroke up by skying the next ball well over Anderson's head for two more. Lanning cut Main for a couple, Lambie failing to pick up with his usual accuracy. Another maiden over was bowled by Carruthers to Lanning and Edwards scored a single off Main. The next ball almost ended the partnership for Lanning barely escaped playing the ball on. Edwards gave what seemed to be a chance to When behind the stumps, but it was missed and a couple of deliveries later he put a ball to Brand and ran. The fieldsmen stopped the ball and the batsmen hesitated, both being half-way up the pitch. Just at that moment, however, Brand fell and a run was scored. It was a narrow squeak. By singles the score mounted to 170. The Shanghai fielding was good, though the men fell occasionally, due to the state of the ground. Edwards was batting confidently but seemed to go perilously near striking his wicket in playing back to Main. The latter had up to this stage bowled 12 overs for 18 runs—3 wickets, and Carruthers had bowled 11 overs for 10 runs—no wickets. McEuen then went on to bowl in place of Carruthers and the second ball was sneaked to leg by Edwards—his first boundary. He tried to pull the next two but failed and scored one off the last ball. Edwards then put a ball through the slips between Lambie and Rodolph but just out of reach of both and it went to the boundary. Next ball he lifted to leg into Chatter Road—six—and 190 was hoisted. McEuen had Lanning guessing in the next over but the batsman cut the last ball to the boundary. Slowly the total approached that of the Northerners and a drive by Edwards reached the second century at 12.5. Lanning, amid applause, added three more; then four came from Edwards' bat, a drive to the off. Anderson then relieved Main with the ball and slips closed in. A single to both batsmen, and then Sharpe took the ball in place of McEuen's 210 being on the board. The over was a maiden. Lanning scored a single and with a mighty drive Edwards brought the score level—212 all. The ball was saved just on the boundary. Edwards played a ball to McEuen at short square leg and attempted to run. McEuen stopped the ball with one foot and the batsman rushed back, Edwards gaining the crease just in time. Play now settled—the local team led—and the batsmen were content to score singles. Edwards spooned one from Anderson but the "goggly" bowler was unable to reach it in time and the ball landed safely. Three boundaries in succession went to Edwards off Anderson and then a single—thirteen off the over—bringing Edwards' score to 51. Three off Sharpe and he had equalled Olderssen's 54 which he passed shortly afterwards. Lanning leg-glanced the same bowler to the boundary and survived an appeal for L.b.w. Carruthers again went on in place of Anderson, and was driven for two and one by Edwards. Main relieved Sharpe—a maiden over. A leg-glance by Lanning—very neat—off Carruthers added 4, and he pulled Main just afterwards to the boundary—McEuen mis-fielding the ball. A single brought Lanning's total to 54, and he put Main to the square leg boundary just afterwards. The

two batsmen had thus the best individual scores to their credit. Then the end to the best partnership in the match came. Main bowling Lanning, 8-68-258. The partnership had added 95. Sharpe joined Edwards, but the latter was bowled next over in trying to play back to Carruthers, 9-60-258. Edwards' innings was the best of the match. Though he gave no chances, he batted splendidly and more than justified his inclusion in the team. He scored his runs when they were badly needed and shared in the record partnership of the match. Irvine broke his duck by driving Main for two but was stumped next ball, and the innings terminated for 261, Hongkong being 40 runs to the good. It was then approaching one o'clock.

At 2 o'clock Hongkong took the field and at 2.5 Olderssen and Anderson went in, R. Hancock bowling to the former. The second ball was pulled to leg for a single, and the fourth—a very bumpy delivery—caught Anderson on the thumb. Pearce took up the attack from the eastern end and Olderssen drove him to the opposite screen—a good stroke. Anderson broke his duck by getting a couple for a drive between cover point and mid-on. Another beautiful drive along the grass by Olderssen realised 4 and a single gave Pearce a chance at Anderson but he was "snicked" away for another boundary. Hancock's deliveries bumped a lot, but off his first three overs only three runs were scored.

Two maidens over followed, then a couple of singles off Hancock. Pearce had opened expensively, thirteen runs being scored off his first two overs, but off the next only one run was scored. Anderson getting him to leg. Then the first chance occurred, Olderssen (10) lifting one from Hancock to straight hit. Lanning waited for it and dropped the ball—a bad miss. Next ball a short run was tried and a smart return all but ran Anderson out. R. Hancock being slow in taking the ball and knocking the balls off. Both batsmen took chances by sneaking runs and were lucky in not getting run out as the Hongkong fielding was very clean. Sharpe at point doing well. Olderssen then gave another chance to Pearce off his own bowling, but it was an extremely hard ball—too hot to hold. The first half-hour's play had realised 30 runs, when Olderssen was bowled by Hancock 1-18-30. Rodolph followed and played the next ball, it being the last of the over. Anderson scored twice in succession off Pearce, both cuts for two each, Main saving boundaries. Rodolph's first score was an on-drive for a single and Anderson reached 20 after 37 minutes' batting by a neat cut past Irvine for 4. Pearce had Rodolph in difficulties and bowled a maiden and after a single by Anderson, Rodolph was maintained by R. Hancock, being struck on the right hand. Anderson lifted Pearce into Chatter Road for six and a single and after another maiden by Hancock Pearce was taken off, relieved by Main, whose first ball was sent by Rodolph to the leg boundary, bringing 50 up after 53 minutes play. Sharpe went on at the other end in place of Hancock, whose one wicket had cost 19 runs. Sharpe was welcomed by Anderson pulling him for 4 and sneaking a single. Rodolph also sneaked the same bowler to the screen in trying to drive him. Hancock altered the position of the fieldsmen, looking for a catch off Main, but four runs were scored off the over. In the next over from Sharpe Rodolph was stumped, 2-13-68. Walker then went in and broke his duck by cutting Main to the boundary. Walker added a single off Main, drove Sharpe to the off boundary for 4, and late cut the same bowler for two, bringing 80 up after 72 minutes' play. Pearce fielded well in the deep slips. Anderson could not be tempted to lift Main; he cut well and drove strongly, keeping the ball down. At 3.30 Irvine relieved Main and one run only was scored off his over. Beasley then took Sharpe's place with the ball and almost had Anderson's wicket, Hancock all but stumping him. A pull to the leg boundary and one for two brought Anderson's score to 50, after 84 minutes' batting. The total was then 93. After another over by Irvine—one run being scored—Walker added 3 from Beasley, and Anderson drove the same bowler for a single, which Lanning saved on the boundary. A single to both batsmen off Sharpe brought the 100 up after 90 minutes' play. Six runs were made off Irvine's next over—one a fine pull to deep leg by Walker and the same batsman lifted Beasley to straight-hit for 4, and twice for singles, Anderson getting one in between. Pearce then went on in place of Beasley and a single to each batsman brought 120 up, Walker 30, Anderson 61. R. Hancock took Irvine's place; the latter had been bowling well and neither batsman took any liberties with him. After leg-glancing Pearce for 4, Anderson was bowled with a medium paced ball, 3-67-135. Anderson had been in for 1 hour 55 minutes, and had played a very careful game. Brand followed on and played the over.

At the end of two hours' play the score was 137, Shanghai being 88 runs in hand with seven wickets to fall. In sneaking a run Brand was all but run-out. Sharpe returning well. A few minutes later R. Hancock brought off a fine catch dismissing the Shanghai skipper off Pearce's bowling. Walker had made his runs by bright cricket, 4-42-142. Lambie went in and, after R. Hancock had sent down a maiden over, he skied one to Edwards—at third man—which was held, 5-0-142.

McEuen had to face the bowling of Main, who had gone on since Hancock, but the batsman failed to score off the first over he played. Play was very slow, both batsmen being exceedingly careful. Several changes in the bowling were

made but the batsmen continued their careful game and at 4.35 the total was 150. Turner, at point, missed an easy chance of dismissing McEuen off Sharpe, and Pearce by slack fielding gave away a run.

McEuen, after being in quite a time, was stumped in playing forward to Sharpe, 6-2-153.

When went in and promptly scored a single, but was caught shortly afterwards in trying to lift R. Hancock, 7-3-155. Carruthers went in. He was out almost immediately, bowled by Sharpe, 8-1-158. Sharpe then took the vacant crease, and stumps were drawn with the score at 159 for eight wickets.

The scores were:—

HONGKONG.

FIRST INNINGS.

R. Hancock, b. Main 21
H. R. Main, b. Sharpe 14
T. E. Pearce, l.b.w., b. Carruthers 40
H. Hancock, b. Sharpe 27
W. C. D. Turner, b. Main 27
Capt. H. M. Beasley, b. Main 0
Lt. J. McG. Taylor, c. Olderssen, b. Main 2
A. E. Lanning, b. Main 58
W. Edwards, b. Carruthers 60
J. Irvine, b. W. Hancock, b. Main 3
Copeland Sharpe, not out 0
Sundries 3

Total 201

BOWLING ANALYSIS.

T. Main 0 6 74 0
R. N. Anderson 17 4 51 0
N. L. Sparke 14 2 74 2
A. G. H. Carruthers 23 6 40 2
D. R. McEuen 3 0 19 0

SHANGHAI.

FIRST INNINGS.

H. B. Olderssen, b. R. Hancock 18
W. Rodolph, c. H. Hancock, b. Sharpe 13
R. N. Anderson, b. Pearce 67
L. Walker, c. R. Hancock, b. Pearce 42
P. Lambie, c. Edwards, b. Pearce 0
D. R. McEuen, c. H. Hancock, b. Sharpe 2
A. F. Wilson, c. b. R. Hancock 1
A. G. H. Carruthers, b. Sharpe 1
J. K. Brand, not out 1
N. L. Sparke, not out 1
Sundries 2

Eight wickets for 159

The Fete.

On Saturday evening the cricket ground was thronged by an immense crowd who had gathered there to witness the fete arranged in honour of the Shanghai visitors. The night was a beautiful one for such a function, as scarcely a breath of air came to sweep the Chinese lanterns which were gracefully hung all round the ground and about the pavilion. The decoration of the latter was a work of art and reflected credit on those responsible—Mr. J. Barton, Lt. Isaacson, and a party of blue jackets from the Tamar. The trees around the ground were dotted with smaller lights of which there were hundreds—some red, others blue and others white.

The grandstand erected to the north-west of the ground was filled by a brilliant assemblage of ladies and gentlemen and they spent the evening in talking and watching the cinematograph which was being exhibited in the open. This was an innovation for Hongkong and there is no doubt that the pictures shown were much appreciated. The series shown and the instrument used were from the Cinematograph Pathé, in Weismann's Building, where an exhibition is given nightly. Sky-rockets were sent up at intervals during the evening and these were the fireworks. At one time it seemed as though there would be a pyrotechnic display of magnitude for a rocket landed in the verandah of one of the buildings adjoining the Club and the glare that resulted from the sizzling of the rocket seemed to indicate that a fire would result. Fortunately this was not so.

The music played by the band from H. M. J. Bedford was very much appreciated. As the Hongkong Club had been thrown open to the invited friends of members and their ladies a large number left the cricket ground about eleven o'clock and regaled themselves with supper. His Excellency Sir Frederick Lugard and Lady Lugard and suite had supper at the Club and remained there until shortly after midnight. The decorations in the Club were very tasteful. Dancing was carried on in the reading room for some considerable time and was largely availed of.

To-night there will be a series of tableaux vivants shown in the City Hall, at which the visiting team are expected to be present, and this afternoon the St. Andrew's ball practice dance will no doubt attract many.

CLAIM AGAINST CAPT. YARDE-BULLER.

Among the cases set down for hearing during the Michaelmas law term is one which will probably excite some interest. It is that of Atherton v. Yarde-Buller, and it is understood that the action is one for £20,000 damages. Capt. the Hon. J. Yarde-Buller, the defendant, was recently married to Miss Denise Orms, the well-known actress. The plaintiff in the suit is Mrs. Atherton, a sister of Sir Aubrey Denno Paul, formerly the wife of Col. Atherton. Capt. Yarde-Buller, who is in his thirty-fourth year, is the eldest son of Lord Churston. As a Scots Guards officer, Capt. Yarde-Buller was side-de-camp to the Duke of Connaught from 1904 to 1906. Leading counsel have already been retained on both sides. It is understood that Sir Edward Carson, K.C., Mr. Montagu Lush, and Mr. Randolph, instructed by Messrs A. Newton & Co., will appear for the plaintiff, and Mr. Butler Jones, K.C., and Mr. Norman Craig, instructed by Messrs Lewis and Lewis, will represent the defendant.

ALLEGED MALICIOUS PROSECUTION.

A Former "Flame."

An action was brought to-day by Chiu Sam before Mr. H. H. J. Gompertz, Acting Puisne Judge to recover from Lo Kam, of Sassoon's, a sum of \$200 for malicious prosecution by the defendant on or about the 8th September. Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for the plaintiff, while the defendant was represented by Mr. Crowther Smith (of Messrs. Alameda and Smith).

For the information of the Court Mr. Grist stated that in reply to a request from his friend for particulars, he wrote informing him that the defendant, under a sworn information, had caused the plaintiff to be arrested on the charge of having stolen clothing, jewellery and money to the value of about \$150. The prosecution which terminated in the discharge of the defendant was brought maliciously and without reasonable or probable grounds.

Chiu Sam stated that she lived with the defendant. There was trouble between them in early September in consequence of which the defendant beat her, and she reported the matter to the police. Inquiries were instituted by the Registrar-General, the defendant being with her at his office, where he accused her of stealing three pieces of clothing and some jewellery. The Registrar-General told the defendant that if he did not want the woman he could send her away, but he had provided the clothing and jewellery for her. On September 12 plaintiff was arrested under warrant and charged at the Police Court with stealing a sum of money. When the magistrate heard the case he discharged her.

To Mr. Crowther Smith—Defendant did not give her any jewellery, and there was no jewellery of which she was in the habit of wearing. Defendant told her if he said he had three wooden boxes in his room. Plaintiff did not employ a solicitor to defend her in the larceny charge, and was put to no expense.

No further evidence was called for the plaintiff.

Lo Kam said the plaintiff was his sweetheart. On September 8 he saw her wrapping up a parcel of clothing and told her she was not to go out. A lukewarm in the house waiting for her. Defendant attempted to stop plaintiff from leaving the house and she scolded him, and the lukewarm joined in with her. The rings and bracelets worn by plaintiff were paid for by witness, and she told him she had pawned them for \$30. After leaving plaintiff at the Registrar-General's office defendant returned home with a friend, and found that \$40 had been taken out of his box, and nobody knew it was there except the plaintiff and himself.

Had any object in swearing that information?—Only to recover my \$40.

Mr. Grist objected on the ground that the presumption must be that the defendant was fully aware of the legal consequences, and he was not entitled to give the Court his opinion.

Mr. Smith—I merely wished to show that his motive was to bring the woman to justice.

His Lordship—Do you press the point? Mr. Smith—No.

His Honour reserved his decision.

SPORTING.

Yachting.

ROYAL HONGKONG YACHT CLUB.

The second club race of the Royal Hongkong Yacht Club was sailed yesterday under favourable weather conditions. The wind was strong from E. by N., with an inclination to veer a point to the South of E.

The course was from Police Pier, Kowloon, to North Farway Buoy, Troas Rock buoy, Kowloon Rock, Channel Rock and home, a distance of 12 miles.

CHAMPIONSHIP CLASS—Four boats started in this class, Dione, Vernon, Ailsa and Alannah, the latter having a handicap of 30 seconds per mile. The first two got away well together followed by Ailsa, Alannah bringing up the rear. Vernon soon established a short lead, Dione getting blanketed by Ailsa, and rounded the first mark about 30 seconds ahead of Mr. May's boat, which was closely followed by Ailsa. It was then a fetch to the Troas Rock buoy and Vernon gaining a little rounded the mark about one minute ahead of Dione, while Ailsa still well up. Alannah fell back from the moment she rounded the first buoy and was some way astern at the second mark. Sheets were now trimmed for a beat to Kowloon Point, and Vernon drew ahead a little, Dione standing well up to windward, while Ailsa sagged somewhat but still some distance ahead of Alannah. Nearing Tim Tui Tai Vernon was thrown out of her course by a steam tug crossing right in front, allowing Dione to pull up slightly. Once round the point the true east wind was again met, and in beating up the fairway the turning point of the race occurred. Vernon elected to stand in on the starboard tack towards Kowloon, Dione keeping on the port tack towards Hongkong. This proved the proper thing to do as Dione, meeting with a more favourable tide and a southerly breeze, crossed Vernon on the next tack. It was now a ding dong race between these two boats to the Kowloon Rock, which Dione rounded 15 secs. ahead of Vernon. On this beat up to Channel Rocks Vernon carried away her starboard runner, but continuing the race nearly overhauled Dione before the Rocks were reached, the latter rounding about a length ahead. Here Vernon made another mistake by gybing but discovered it too late, as with her lane runner she could not gybe again, so had to haul her wind and go about, by which time Dione had established a useful lead over Alannah, winning by 1 min. 38 secs. Ailsa did not win the windward way, which is rather surprising, as it was blowing hard in Kowloon Bay—just the weather to suit her. Alannah gave up before reaching the last mark. She also showed up badly. The race started at 11.50 and the finishing times were:

Dione h. m. sec.
Vernon 1 44 45
Ailsa 1 44 23
Alannah 1 49 0

OSE DESIGN CLASS—In this class Colleen, Min, Bonito, and Kathleen put in an appearance, but Sprite was absent. The start was under spinnakers in a fair wind and shortly after the gun went a steamer interfered with the boats. Colleen was forced out of her course somewhat and Kathleen and Min got into trouble with one another, to the decided disadvantage of Kathleen. On the run to the first mark Bonito took the most northerly course and secured a lead of several lengths from Min and Colleen. At the mark Min established her claim and Colleen had to give way, but rounding up sharp in the wind she jumped up on the weather side of Min and soon romped ahead, leaving Min practically standing still. Then she dove through the water after Bonito to good purpose and at Troas Rock she rounded the buoy a length and a half behind the first boat. Kathleen was last rounding the Farway Buoy but she collared Min before the second buoy, and gradually gained on the two first boats, though her effort was of little avail. Immediately on rounding the Troas Rock Bonito hailed in her sheets taut, but Colleen slackened in the hope that she would sail under the lee of Bonito and fetch Kowloon Point first. She could not succeed however and was under the lee of Bonito at the point. Colleen tucked one or twice to shake Bonito off, but the latter boat tacked simultaneously and held Colleen until Hung Hom Bay was opened up. A tack took Bonito right into the Docks, whilst Colleen worked up the middle of the harbour, and ultimately managed to squeeze past the Kowloon Dock point and later another squeeze under the bridge put her to windward of Bonito. In the rough water in the centre of the harbour Kathleen was retarded and Min fell further back. She sailed so badly in her beating, indeed, that ultimately her skipper gave up. Bonito and Colleen fought it out for first place and at the Kowloon Rock Colleen had established a lead of about four lengths, which Bonito reduced to about a length before the last mark was reached. Then it was a run under spinnakers, and the result was no doubt until the line was crossed. Bonito kept a more southerly course than Colleen and for a time seemed to have a rather better wind, but when approaching Blackhead's point Colleen gradually luffing in towards Bonito established a lead of a few lengths and finished about 30 seconds ahead. Kathleen came in some minutes later. The race started at 11.40, and the finishing times were:

Colleen (Hon. Mr. H. E. Pollock) h. m. sec.
Bonito (Messrs H. W. and L. G. Bird) 2 1 42
Kathleen, Capt. Walker and Lt. Fisher (H. E.) 2 1 55
Min (Mr. A. G. M. Fletcher) gave up.

STATISTICS OF TRADE.

AMOI NOTES.

STATISTICS OF TRADE.

AMOI, Nov. 12.

The imports into Amoi from Oct. 20 to Nov. 8 include the following principal articles:—Opium, Indian, 148 lbs.; Chinese, 107 lbs.; kerosine oil, Borneo in bulk, 40,780 gals.; Sunatra in bulk, 63,685 gals.; coal, 1,331 tons; rice, 33,230 lbs.; wheat, 3,896 lbs.; flour, 23,590 lbs.; beans and bean-cake, 39,200 lbs.; shirts, 1,028 pels.; tobacco leaf, 1,000 pels.

Among the exports were the following:—Sugar, 1,098 pels.; sugar candy, 2,895 pels.; hemp sacking, 22,000 pels.; paper, 2,895 pels.; and 900 kityols. I have at last discovered the meaning and derivation of the peculiar word, Kityols, about which I have asked once or twice. It is a Spanish word, and has evidently come into use through the early Portuguese traders, the "k" representing "qu." It means a protection against the sun.

VISITORS AND NEW ARRIVALS.

A few weeks ago we received a visit from Mr. Harlan P. Besch, who is touring China as a representative of the Yale University of New York. He brought his wife with him, and their visit was much appreciated. Mr. Besch took one of the evening services in the Union Church, Kulungau, and his address was most interesting, and full of inspiration, as he told us of all the signs of progress and awakening he had been privileged to see, in so many different parts of this Empire. Some new Missionaries have recently joined our ranks, among them Mr. H. P. Voskuil, Mr. and Mrs. H. P. Dupree, and Miss Green, who have come out to enter the American-Reformed (Dutch) Mission.

The Rev. J. Sadler, the Rev. A. J. and Mrs. Hutchinson and their son, Arthur, returned from furlough on Nov. 1st. Before very long, quite a large contingent of English Presbyterian Missionaries will be returning to their old fields of labour, and by the end of the year, the staff will be once more at its normal level, after a year or two of unusual depletion.

THE RAILWAY.

Work on the railway is proceeding apace, and as a consequence the price of ordinary labour has gone up. Each coolie gets not less than 30 cents a day, and it is hard to get good coolies for house work at a reasonable figure, since they can earn over \$10.00 per month at railway work. During the last few years servants' wages have gone up all round, in common with the cost of nearly all commodities, so that, what with the fluctuations of the dollar, the cost of living in the East is vastly enhanced over ten years back. According to English standards, the same process seems to be going on at home, if not all over the world. The trade returns each month in England show a steady advance, so let us hope it means that incomes will increase in the same ratio as the cost of materials, though this is certainly not the case with professional men, except rare instances.

CHAMBERLAIN'S COUGH REMEDY.

CHAMBERLAIN'S COUGH REMEDY is absolutely non-injurious and for coughs, colds, croup, and whooping cough it has no equal. For sale by all chemists and store-keepers.

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Vernon 1 44 45
Ailsa 1 44 23
Alannah 1 49 0

OSE DESIGN CLASS—In this class Colleen, Min, Bonito, and Kathleen put in an appearance, but Sprite was absent. The start was under spinnakers in a fair wind and shortly after the gun went a steamer interfered with the boats. Colleen was forced out of her course somewhat and Kathleen and Min got into trouble with one another, to the decided disadvantage of Kathleen. On the run to the first mark Bonito took the most northerly course and secured a lead of several lengths from Min and Colleen. At the mark Min established her claim and Colleen had to give way, but rounding up sharp in the wind she jumped up on the weather side of Min and soon romped ahead, leaving Min practically standing still. Then she dove through the water after Bonito to good purpose and at Troas Rock she rounded the buoy a length and a half behind the first boat. Kathleen was last rounding the Farway Buoy but she collared Min before the second buoy, and gradually gained on the two first boats, though her effort was of little avail. Immediately on rounding the Troas Rock Bonito hailed in her sheets taut, but Colleen slackened in the hope that she would sail under the lee of Bonito and fetch Kowloon Point first. She could not succeed however and was under the lee of Bonito at the point. Colleen tucked one or twice to shake Bonito off, but the latter boat tacked simultaneously and held Colleen until Hung Hom Bay was opened up. A tack took Bonito right into the Docks, whilst Colleen worked up the middle of the harbour, and ultimately managed to squeeze past the Kowloon Dock point and later another squeeze under the bridge put her to windward of Bonito. In the rough water in the centre of the harbour Kathleen was retarded and Min fell further back. She sailed so badly in her beating, indeed, that ultimately her skipper gave up. Bonito and Colleen fought it out for first place and at the Kowloon Rock Colleen had established a lead of about four lengths, which Bonito reduced to about a length before the last mark was reached. Then it was a run under spinnakers, and the result was no doubt until the line was crossed. Bonito kept a more southerly course than Colleen and for a time seemed to have a rather better wind, but when approaching Blackhead's point Colleen gradually luffing in towards Bonito established a lead of a few lengths and finished about 30 seconds ahead. Kathleen came in some minutes later. The race started at 11.40, and the finishing times were:

Colleen (Hon. Mr. H. E. Pollock) h. m. sec.
Bonito (Messrs H. W. and L. G. Bird) 2 1 42
Kathleen, Capt. Walker and Lt. Fisher (H. E.) 2 1 55
Min (Mr. A. G. M. Fletcher) gave up.

STATISTICS OF TRADE.

AMOI NOTES.

STATISTICS OF TRADE.

AMOI, Nov. 12.

The imports into Amoi from Oct. 20 to Nov. 8 include the following principal articles:—Opium, Indian, 148 lbs.; Chinese, 107 lbs.; kerosine oil, Borneo in bulk, 40,780 gals.; Sunatra in bulk, 63,685 gals.; coal, 1,331 tons; rice, 33,230 lbs.; wheat, 3,896 lbs.; flour, 23,590 lbs.; beans and bean-cake, 39,200 lbs.; shirts, 1,028 pels.; tobacco leaf, 1,000 pels.

Among the exports were the following:—Sugar, 1,098 pels.; sugar candy, 2,895 pels.; hemp sacking, 22,000 pels.; paper, 2,895 pels.; and 900 kityols. I have at last discovered the meaning and derivation of the peculiar word, Kityols, about which I have asked once or twice. It is a Spanish word, and has evidently come into use through the early Portuguese traders, the "k" representing "qu." It means a protection against the sun.

VISITORS AND NEW ARRIVALS.

A few weeks ago we received a visit from Mr. Harlan P. Besch, who is touring China as a representative of the Yale University of New York. He brought his wife with him, and their visit was much appreciated. Mr. Besch took one of the evening services in the Union Church, Kulungau, and his address was most interesting, and full of inspiration, as he told us of all the signs of progress and awakening he had been privileged to see, in so many different parts of this Empire. Some new Missionaries have recently joined our ranks, among them Mr. H. P. Voskuil, Mr. and Mrs. H. P. Dupree, and Miss Green, who have come out to enter the American-Reformed (Dutch) Mission.

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

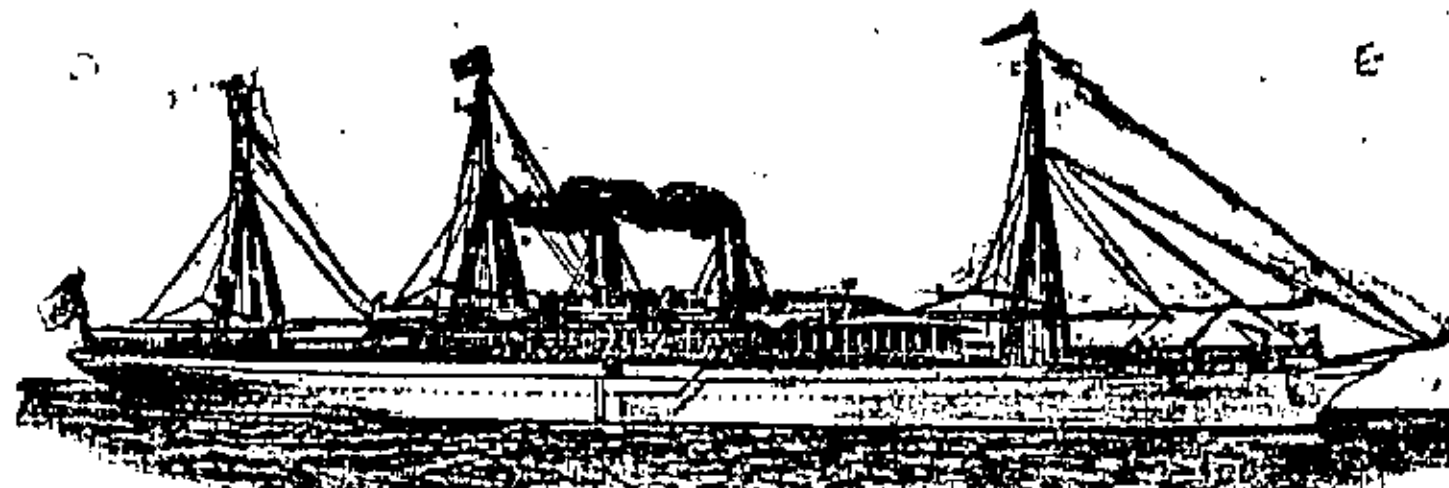
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	NYANZA	About 24th	Freight and Passengers.
SHANGHAI	DELTA	About 29th	Freight and Passengers.
LONDON, via USUAL PORTS	DEVANHA	Noon, 30th	See Special Notice.
MARSHALLS, LONDON, AND ANTWERP	NORE	About 4th	Freight and Passengers.

P. & O. S. N. Co.'s Office.

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific is the "EMPIRESS LINE." Sailing 5 to 10 Days OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Leave Hongkong	Arrive Vancouver
EMPIRESS OF JAPAN	6000 Tons	Thursday, Nov. 21
EMPIRESS OF CHINA	6000 Tons	Thursday, Dec. 19
EMPIRESS OF INDIA	6000 Tons	Thursday, Jan. 16, 1908
EMPIRESS OF AUSTRALIA	6000 Tons	Thursday, Feb. 22
EMPIRESS OF AFRICA	6000 Tons	Thursday, Mar. 22
EMPIRESS OF AMERICA	6000 Tons	Thursday, Apr. 12
EMPIRESS OF EUROPE	6000 Tons	Thursday, May 12

THE JAPANESE route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial "EMPIRESS" Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Intermediate Steamships: "EMPIRESS" Steamers will depart from Hongkong at 4 p.m. Intermediate Steamship: "EMPIRESS" at 12 Noon.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "EMPIRESS" Carries INTERMEDIATE Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

CORNER PRINCE STREET AND PRINCE, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSHALLS, LONDON, AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KAMAKURA MARU, Capt. H. Fraser, Tons 6126	WEDNESDAY, 27th Nov., at Daylight.
VICTORIA, B.C., and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	HITACHI MARU, Tons 6760	WEDNESDAY, 11th Dec., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, VICTORIA AND MELBOURNE.	YAMATO MARU, Capt. K. Honma, Tons 3817	TUESDAY, 26th Nov., at 4 p.m.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	KAGOSHIMA MARU, Capt. K. Kori, Tons 4406	FRIDAY, 22nd Nov., at Daylight.
NAGASAKI, KOBE AND YOKOHAMA.	YAWATA MARU, Capt. K. Honma, Tons 3817	WEDNESDAY, 27th Nov., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

S.S. "MINNESOTA," Captain C. F. AUSIN, THURSDAY, 18th January, 1908.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, &c.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

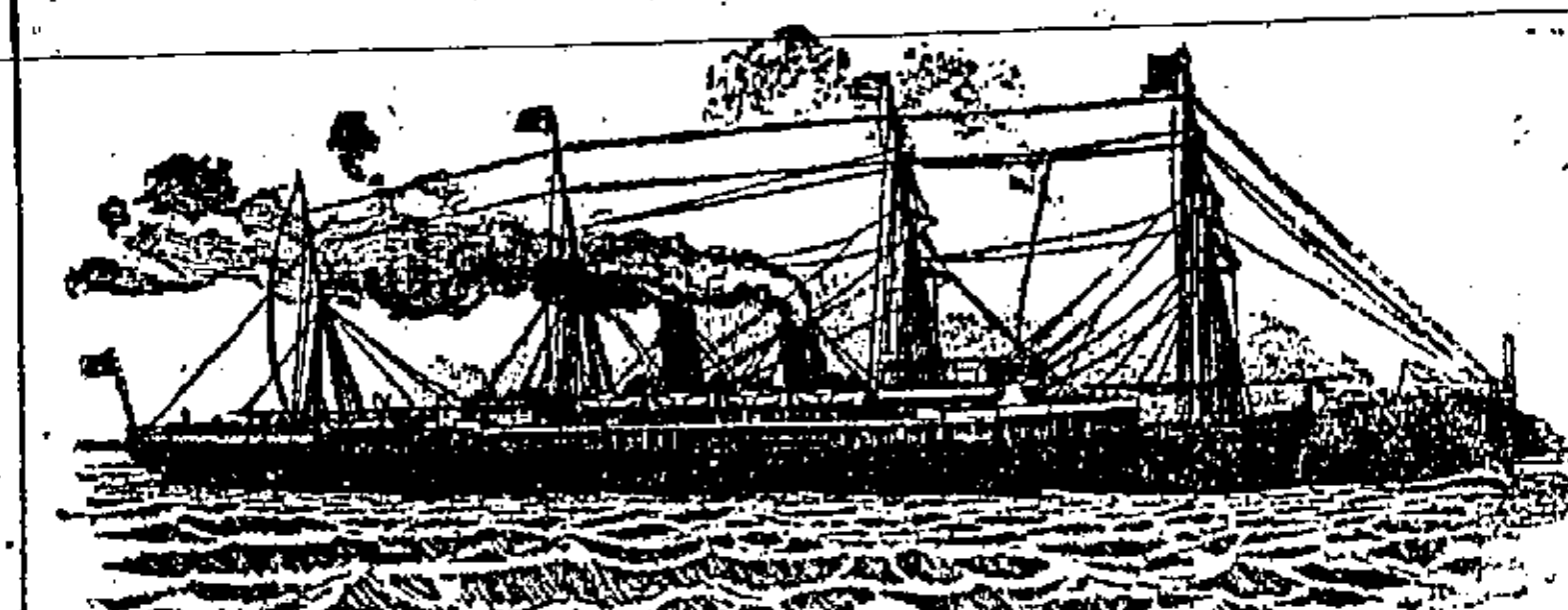
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	SAILING DATES
CHINA	10,200 Tons. SATURDAY, 23rd Nov., at Daylight
MANOHURIA	27,000 " " SATURDAY, 30th Nov., at Noon
NIPPON MARU	11,000 " " SATURDAY, 7th Dec., at Noon
ASIA	9,000 " " SATURDAY, 14th Dec., at Noon
HONGKONG MARU	11,000 " " FRIDAY, 3rd Jan., at Noon, 1908
KOREA	17th Jan., at Noon
AMERICA MARU	11,000 " " FRIDAY, 24th Jan., at Noon
SIBERIA	18,000 " " SATURDAY, 18th Nov., at Noon

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 15 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons. Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship CHINA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (YOKOHAMA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd November, 1907, at Daylight, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havens, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN. PORTLAND, OREGON.

Yokohama, Moji, Kobe & Yokohama; For OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	TO SAIL ON
ARABIA	4488	C. NEUMANN	Nov. 20, at Noon
ALESIA	5187	JOHN ERNST	About Nov. 24
NICOMEDIA	4372	P. WAGNER	About Dec. 6

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
CEBU & LOILO	KASHING	Nov. 19, at 4 p.m.
MANILA	SHANGHAI	Nov. 19, at 4 p.m.
SEANGHAI & OHINKANG	KWANG	Nov. 19, at 4 p.m.
TIENTSIN	HUCHOW	Nov. 20, at 4 p.m.
SWATOW & SHANGHAI	YOHOW	Nov. 20, at 4 p.m.
NINGPO & SHANGHAI	PAOTING	Nov. 21, at 4 p.m.
SWATOW & SHANGHAI	KIUKIANG	Nov. 23, at 4 p.m.
KOBE	TSHAN	Nov. 25, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUHI	2540	R. W. Almond	Manila	Saturday, 23rd November
ZAFIRO	2540	A. Fraser	Manila	30th November

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL (With Liberty to Call at the MALABAR COAST).

TO SAIL S.S. ATHOLL About 30th November. S.S. INDRAPURA About 14th December.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	HANGSANG	WEDNESDAY, Nov. 20, at 4 p.m.
SHANGHAI	TINGSANG	WEDNESDAY, Nov. 20, at 4 p.m.
SINGAPORE, PENANG AND CALCUTTA	LAISANG	THURSDAY, Nov. 21, at 3 p.m.
MANILA	LOONGSANG	FRIDAY, Nov. 22, at 4 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single	Return
\$ 65	\$ 130
Penang	85
Calcutta	165

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chetco, Tientsin, Newchwang, and Yangtze Ports.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	PRINZ LUDWIG, Capt. v. Binzer. THURSDAY, 21st Nov., at Noon.

SHANGHAI, NAGASAKI, YOKOHAMA, KOBE AND YOKOHAMA

PRINZ REGENT LUITPOLD, Capt. H. Kirchner. MONDAY, 25th Nov. WEDNESDAY, 4th Dec.

MANILA, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE

PRINZ SIGISMUND, Capt. D. Lenz. THURSDAY, 5th Dec., at 5 p.m.

KUDAT AND SANDAKAN

BORNEO, Capt. F. Sembill. About Middle of December.

For further Particulars, apply to

Norddeutscher Lloyd, MELCHERS & CO., General Agents, Hongkong & China.

725

FOR SHANGHAI, YOKOHAMA, KOBE AND NAGASAKI.

THE Steamship GREGORY AFOAR, Captain S. H. Benson, will be despatched for the above Ports on TUESDAY, the 19th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

D. BASSEON & Co., Ltd., Agents, Hongkong, November 18, 1907. 1800

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, INDIA, ALEX. EGYPT, MARSEILLES, LON.

DON. HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship TONKIN, Captain CHARBONNET, will be despatched for MARSEILLES on TUESDAY, the 26th November, 1907, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:— S.S. POLYMERON, Dec. 10, 1907. S.S. TOULON, Dec. 24, 1907. G. R. CHAMPEAUX, Agent.

Hongkong, November 18, 1907. 1808

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at THOR, FORT DARWIN and QUEENSLAND Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship EASTERN, Captain MOATHUR, will be despatched as above on SATURDAY, the 30th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents, Hongkong, November 4, 1907. 1760

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS TO SAIL 1907.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents, Hongkong, April 15, 1907. 513

Shipping.



FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ALEX. EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COCHIN, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DEVANHA, Captain T. H. Hinde, N.M.N., carrying His Majesty's Mail, will be despatched from the BOMBAY, &c., on SATURDAY, the 30th November, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship Himalaya 7000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Ships and Valuable Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 11th January, 1908.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent, Hongkong, November 16, 1907. 1832

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

THE Steamship SOFYLKILL, Captain ANDERSON, will be despatched as above on or about 10th December, 1907.

For Freight, etc., apply to

STANDARD OIL COMPANY OF NEW YORK, (Hotel Managers), Hongkong, October 26, 1907. 1704

Hotels.

CLARENCE HOUSE.

33, 34 & 35, NORTH SPOONWATER ROAD, SHANGHAI.

FIRST-Class Boarding House. Room for one per day, \$5.00. Room for two per day, \$8.00. Monthly Rates, Single, \$100 & \$110. Two in a Room, \$50 extra.

Hongkong, November 2, 1907. 1754

VICTORIA HOTEL.

TELEGRAMS, VICTORIA, SHANGHAI, SHAMERN, CANTON.

On the Victoria Harbour. H. HAYNES, Manager.

MACAO HOTEL.

TELEGRAMS, FARMER, MACAO, MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and under Experienced European Management.

Every Comfort and Convenience for Residents and Travellers.

Wm. FARMER, Proprietor, Capt. T. AUSTIN, Manager.

FOR SALE OR LEASE.

AS A GOING CONCERN.

THE BELLE VIEW HOTEL.

(LATE METROPOLE HOTEL).

On the outskirts of Victoria, Hongkong, well furnished, with a First-class Billiard Table, Bowling Alloys and a beautiful Bar, etc., etc.

For full particulars, apply to

M. A. RAZAK, 18, STANLEY STREET, Hongkong, September 6, 1907. 1018

Dentistry.

DR. HARRY FONG.

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.

61, QUEEN'S ROAD CENTRAL.

1979

S. I. E. N. T. I. N. G.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
Colombo	Hongkong	Marseilles & London	Days earlier	Days later
DEVANHA	Nov. 30	HIMALAYA	Dec. 28	Jan. 4, 1908
MALTA	Dec. 14	MOLDAVIA	Jan. 11, 1908	Jan. 18
DELTA	Dec. 28	INDIA	Jan. 25	Feb. 1
DELHI	Jan. 11, 1908	KONGOLA	Feb. 8	Feb. 15
PENINSULAR	Feb. 8	VICTORIA	Feb. 22	Feb. 29
DEVANHA	Feb. 22	MACEDONIA	Mar. 7	Mar. 14
DELTA	Mar. 7	BRITANNIA	Mar. 21	Mar. 28
MALTA	Mar. 21	MOULTAN	Apr. 4	Apr. 11
DELHI	Apr. 4	through steamer	Apr. 18	Apr. 25
MALTA	Apr. 18	(calling at Bombay)	May 2	May 9
DEVANHA	May 2	HIMALAYA	May 16	May 23
OCEANA	May 16	MONGOLIA	May 30	June 6
		INDIA	June 14	June 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
An immediate in the connecting steamer from Colombo is arranged in Hongkong at time of looking.

In addition to the above Mail Steamers the following:-
INTERMEDIATE (NON-TRANSIT) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
Hongkong	London	
NORE	7000 Dec. 18	Jan. (1908) 20
SYRIA	7000 Dec. 18	Feb. 3
NYANZA	7000 Jan. 15	Feb. 17
NILO	7000 Jan. 29	March 5
PALAWAN	4700 Jan. 29	March 12
SUBALA	4700 Feb. 12	March 20
NOBLE	4600 March 12	April 1
SUMATRA	4600 April 1	May 1
	7000 May 1	May 25
	4600 June 1	July 1

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers. * Carry only 1st Saloon Passengers.
For further particulars, Apply to
E. A. HEWETT,
Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA
PROPOSED SAILINGS FROM HONGKONG-
SUBJECT TO ALTERATION.

THE CO.'S S.S.	FOR	LEAVING
* SHOSHU MARU, Capt. N. MEMORI.	SHANGHAI, Via SWATOW, AMOI AND POCHOW.	WEDNESDAY, 20th Nov., at 9 a.m.
* DALIN MARU, Capt. I. SAKURAI.	TAMSU, Via SWATOW AND AMOI.	SUNDAY, 24th Nov., at 9 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amplest. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

Proposed SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

KOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
* TREMONT	9996	T. W. Gailick	10th December, 1907
* SUVERIC	6233	W. Shotton	4th January, 1908
* KUMERIC	6232	Cowley	28th January, 1908
* SHAWMUT	9993	E. V. Roberts	21st February, 1908

* Cargo only. * Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE, AND
OUTSIDE ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to

Dodwell & Co., Limited,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Notices to Consignees.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Gregory Apsar having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 p.m., of the 18th inst., will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSON & Co., Ltd.,
Agents.
Hongkong, November 16, 1907. 1892

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
FROM SAN FRANCISCO, HONOLULU, JAPAN & SHANGHAI.

CONSIGNEES OF CARGO per Steamship CHINA.

The above Steamship having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.
Cargo remaining on board after twelve Noon, WEDNESDAY, Nov. 20th, will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
All Cargo undelivered by Noon, SATURDAY, the 23rd November, will be subject to run.

Cargo chafed and otherwise damaged cargo will be examined at the above Company's Godown on THURSDAY, November 21st, at 10 a.m.

S. SILVERSTONE,
Agent.
Hongkong, November 16, 1907. 1891

NOTICE TO CONSIGNEES.

STEAMER POLYNESIAN.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES OF CARGO from LONDON ex s.s. Medoc and Cordouan; from Havre ex s.s. Cordouan; from Bordeaux ex s.s. Cordouan, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 a.m., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after TUESDAY, the 19th November, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th November, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 19th November, at 3 p.m.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, November 12, 1907. 1799

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship SACHSEN, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless notice to the contrary be given before FRIDAY, the 15th of November, 11 a.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st of November, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 21st of November, at 9.30 a.m.

All Claims must reach us before the 25th November, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & CO.,
Agents.
Hongkong, November 15, 1907. 1820

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MALTA.

FROM DOMBAY, COLOMBO AND STRAITS.

CONSIGNEES OF CARGO by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Marked by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-
From PERSIAN GULF, ex R. I. S. N. and B. and P. S. N. Co.'s steamers.
Optional goods will be landed here unless instructions are given to the contrary before 9 hours.

Goods not cleared by the 21st November, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, November 14, 1907. 1818

A SPINSTER'S WARNING.

Dr. Emil Reich, the historian and lecturer on things platonic, was discussing marriage at the dinner-table the other evening. "That was a wise saying of the old Greek philosopher," murmured the fair neighbour on his right, who was anxious to "draw" the philosopher. "Whether you marry her or not, you will regret it." "Yes," answered Dr. Reich, "it reminds me of an old maid in my native town of Eporjes, who once got off a saying almost as good as the immortal Greek one. 'Auntie,' said her little niece to her, 'what would you do if you had your life to live over again?' The lonely spinster, with a sour smile, replied, 'Get married, my child, before I had sense enough to decide to be an old maid.'"

THE VALUE OF TREPPANNING.

A remarkable instance of a lad who was "a thief, liar, and bully," being restored to perfect morality by treppanning, was described by Dr. Hollander in a lecture to the British Philological Society on 8th inst. Dr. Hollander, on the subject of the localisation of mental disease, stated it had been found that according to the particular area of the brain which had been injured so would be the symptoms. Thus he showed that fifty cases of injury of a particular locality of the brain were followed by serious mental depression and melancholia, and that one-half of these cases were subsequently operated upon, when they regained their normal mental condition.

榮 CHEE WING & CO. 榮

27, 28 and 29, LEE YUEN STREET (WEST), HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.

STEEL GRIDES AND TEES, CORRUGATED IRON, PIG IRON, &c.

Suitable for SHIPS, ENGINEERS AND HOUSE BUILDERS.

1821

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

RESIDENCE PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG, A. B. C. Code, 4th Edition.

A. C. Code, 4th Edition.

16

HOW TO DO MORE BUSINESS.

MANY AMERICANS have built up great commercial enterprises, by the use of Trade-news items supplied by our CLIPPING BUREAU. Chinese merchants do the same if they follow American methods.

We clip business news from more than 60,000 papers monthly, and send these items to you while there is good prospect of supplying what is needed and doing business.

We can send you news and clippings on any line of business, or any subject, and you will be able to know, IN TRUTH, just what American business methods are like, and where there are openings for Chinese merchants.

Suppose, for instance, you are a maker of Pottery. Our Clipping Bureau might find in some paper an item saying that a big wholesale Pottery concern was being organized in a certain town—we, of course, would send you that business-news item, and give you a chance to do business with that firm.

We can do just the same in any line of business, for there is always something being on that it might pay Chinese merchants to know.

We can supply you with advertisements of all the great American merchants and manufacturers, so that you may assimilate their ideas and increase your business in China the way we do here.

For a free trial order, send ten dollars (Mex.) for one month's trial order. Subsequent rate can be determined according to service. It won't cost any money to send for our free Book which tells all about our service and how much it costs. Send for it to-day.

Consular references.

INTERNATIONAL PRESS CLIPPING BUREAU.

DEARBORN STREET, CHICAGO, ILL., U.S.A.

Hongkong, September 24, 1907. 1337

DEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.45 p.m. Every 10 minutes.

8.45 p.m. to 9 p.m. Every 10 minutes.

9 p.m. to 9.45 p.m. Every 10 minutes.

9.45 p.m. to 10.45 p.m. Every 10 minutes.

10.45 p.m. to 11.45 p.m. Every 10 minutes.

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12.45 p.m. to 1.45 p.m. Every 10 minutes.

1.45 p.m. to 2.45 p.m. Every 10 minutes.

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3.45 p.m. to 4.45 p.m. Every 10 minutes.

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